

**Twentieth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group (CPWG/20)**

(Anchorage, Alaska 26-29 October 2015)

**Agenda Item 3:**

**Looking Back at 10 years of the Cross Polar Working Group**

(Presented by United Airlines)

**SUMMARY**

This paper presents information on the “look back” of the ten years of the Cross Polar Working Group.

**1 Introduction**

1.1. The Cross Polar Working Group is celebrating 10 years of meetings with the 20<sup>th</sup> meeting in Anchorage this month (October) 2015. The first CPWG was also held in Anchorage during March 2006.

1.2. This information paper provides some background to the creation of this Working Group, along with the variety of locations and accomplishments over the past ten years.

**2 Discussion**

2.1. The cross polar route system and Russian Trans East route networks were established through the Russian American Coordinating Group for Air Traffic Control (RACGAT) in the late '90s and through 2003. RACGAT 13 was the final meeting of this United States and Russia bi-lateral group held in Vladivostok Russia in October 2003.

2.2. By the end of 2003, United had flown a total of 1770 cross polar flights since 1999, with 770 of that total occurring in 2003.

2.3. From the end of 2003 through most of 2005 there was not an informal or formal working group that focused on this airspace from a “user’s perspective.” IATA engaged the Russian Federation to meet in Bangkok in November 2005 to discuss route and capacity issues within the cross polar and Trans East route networks due to a lack of movement to establish a RACGAT meeting. The meeting was hosted by the ICAO Regional Office. China and Mongolia, along with the FAA (Anchorage Center) attended the meeting.

2.4. IATA advised the meeting that a RACGAT meeting was long overdue and urged both the Russian Federation and the United States to consider convening a RACGAT meeting.

2.5. As a result of the Bangkok meeting, the FAA hosted a provider and user meeting in Anchorage in March 2006, which included representatives from Russia, Nav Canada, IATA, and FAA Anchorage Center and FAA Headquarters.

2.6. **The Cross Polar Working Group was “born” during these meetings on March 16, 2006 with 30 people present.** Four airlines, United, Continental, Northwest, and Cathay Pacific attended, along Dave Behrens of IATA’s Asia Pacific Singapore office.

2.7. Here is a list of CPWG meetings from 1 to 20:

CPWG/1	Mar 2006	Anchorage	30 people	4 operators
CPWG/2	Sep 2006	Montreal	35 people	8 operators
CPWG/3	Apr 2007	Washington	35 people	10 operators
CPWG/4	Sep 2007	Edmonton	48 people	11 operators
CPWG/5	Apr 2008	Dallas	62 people	13 operators
CPWG/6	Nov 2008	Hong Kong	50 people	14 operators
CPWG/7	Jun 2009	Paris	35 people	9 operators
CPWG/8	Dec 2009	Atlanta	44 people	15 operators
CPWG/9	Apr 2010	Montreal	55 people	12 operators
CPWG/10	Nov 2010	Paris	37 people	8 operators DL/NW merged
CPWG/11	Jun 2011	St.Petersburg	55 people	7 operators
CPWG/12	Dec 2011	Beijing	50 people	8 operators UA/CO merged
CPWG/13	Jun 2012	Reykjavik	42 people	7 operators
CPWG/14	Dec 2012	Chicago	52 people	9 operators
CPWG/15	May 2013	Bodo	32 people	9 operators
CPWG/16	Dec 2013	Ottawa	40 people	9 operators
CPWG/17	Jun 2014	Samara	38 people	6 operators
CPWG/18	Dec 2014	Paris	42 people	10 operators
CPWG/19	May 2015	Tokyo	50 people	12 operators
CPWG/20	Oct 2015	Anchorage		

2.8. Some of the accomplishments of the Cross Polar Working Group over the past ten years:

- Operators attending the meetings have grown from the original 4 to over a dozen, with increased participation by various Chinese operators, Hawaiian Airlines, Philippine Airlines, and several Middle East operators. A truly “global” representation..
- Expansion of the cross polar routes and Russian Trans East region continues
- RVSM over Russia in 2011 was a significant achievement that reduced complexity of transfer of aircraft to and from other ANSP’s airspace and resulted in significant improvement of overall efficiency of operations
- Consolidation of ACCs in the Russian Federation has been occurring during the last ten years resulting in greater efficiency.
- The Pacific Project has been created to focus on the North Pacific airspace and transitions into and out of Russia, including expansion of User Preferred Routes (UPRs)
- **We sincerely appreciate the significant support from all the current ANSPs and operators that have attended the CPWG, which has resulted in enormous success for everyone!**

### 3 Recommendation

3.1. The Meeting is invited to note the information provided in this paper.